

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4847

號三十月四年一十三緒光

TUESDAY, MAY 16, 1905.

二拜禮

號六十月五英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUFF, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 10th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 5 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
AND SHANGHAI BANKING CORPORATION.

DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin,
Canton, Shanghai, Peking,
Hankow, Tientsin, Canton, Shanghai, Peking.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Agents.

Hongkong, 28th March, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....Gold \$10,000,000
CAPITAL PAID UP.....Gold \$3,947,200
RESERVE FUND.....Gold \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

SHANGHAI TAELS

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHIEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " 12 " "

5 1/2 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP.....£2,000,000

RESERVE FUND.....£2,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 3 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI	{ BENGAL, } About 19th } Freight and
	{ G. Phillips, } May } Passage.
LONDON, &c.	{ CHUSAN, } May 20th, } See Special
	{ H. W. Kenrick, R.N.R. } Noon } Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 16th May, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES
"THE DOVER"

No. 8.....\$50.00 No. 9.....\$65.00

WROUGHT STEEL

ENAMELLED SAUCEPANS

will not CHIP or CRACK in use

2 3 4 5 6 7 8 10 12 16 PINTS

\$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.

A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS - - - - - from \$4.00

TOILET CANS - - - - - 2.50

BLOCK TIN TEA & COFFEE POTS " 1.00 each

MILK SAUCEPANS - - - - - \$2.25 & 3.00 "

"GEM" ICE CREAM FREEZERS

8 QUART

\$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY, G.

ELECTRO PLATED FORKS, SPOONS, ETC.

LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of
URIC ACID such as Rheumatism and Rheumatic Gout consumers
are benefited by drinking the water, it being a perfect alkaline corrective.
It mixes well with Wines and Spirits without in any way destroying the
flavour.

Telephone
No. 76.

Sole Agents for Hongkong:—

CALBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905. [37]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

119, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [201]

Intimations.



The Bovril Bottle

is familiar in the homes of
Britishers the world over—in
Great Britain itself Bovril is looked upon as the
great national "stand-by" in case of failing
strength. Bovril is the very embodiment of
nourishment. It imparts strength in a most
effective manner, and is, at the same time,
extremely palatable.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAGHT HOUSE,
Hongkong, 1st July, 1904 [39]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905

A. F. DAVIES,
Acting Manager. [36]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE,
Proprietor and Manager.

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

**FURNISHING
DEPARTMENT,**
(FIRST FLOOR BY LIFT.)

**NEW
LACE
AND
MUSLIN
CURTAINS.**

**DAINTY
UPHOLSTERING
AND
ART FABRICS.**

**LAMP
SHADES!!!
CANDLE
SHADES!!!**

**ELECTRIC-
LIGHT
SHADES!!!**

**DAINTY
AND
ELEGANT.**

Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
**TOILET SETS,
DINNER SERVICES,
JUGS,
CUPS & SAUCERS**
&c., &c.

A Selection of
**DAINTY GLASS
FLOWER
VASES.**

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from D. H. SILAS, Esq., to sell by PUBLIC AUCTION,

ON
FRIDAY,
the 19th May, 1905, commencing at 2 P.M., at his residence, "The Den," Castle Steps,
THE WHOLE OF HIS
VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—
HATSTAND with BEVELLED MIRROR,
HALL and HOLT DRAWING ROOM
SUITE, CHIFFONIER with MIRROR,
CONSOLE TABLE with BEVELLED
MIRROR, CARD TABLE, OCCASIONAL
TABLES, ENGRAVINGS, MARBLE MAX-
TEL CLOCKS, VASES and ORNAMENTS,
&c., &c.

MAHOGANY EXTENSION DINING
TABLE, MARBLE-TOP SIDEBOARD with
BEVELLED MIRROR, DINNER WAG-
GONS with MIRROR, LEATHER
COVERED ARMCHAIRS and DINING
CHAIRS, ICE CHEST and PUNKAH, &c.;
BRASS MOUNTED BEDHEADS, WAR-
DROBE with BEVELLED MIRROR,
BUREAU with MIRROR, TOILET TABLES,
MARBLE-TOP WASHSTAND, TOILET
SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN
REQUISITES;

ALSO
A Quantity of FINELY CARVED CANTON
BLACKWOOD WARE;
A COTTAGE PIANO, by COLLARD and
COLLARD;
A Quantity of GAS FITTINGS, &c.;
AND
A Large Quantity of PLANTS in Pots.

TERMS:—As Customary.
On view from Tuesday, the 16th May, 1905,
GEO. P. LAMBERT, Auctioneer.
Hongkong, 12th May, 1905. [556]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 20th May, 1905, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

SUNDAY

VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

PUSH-COVERED DRAWING ROOM
SUITE, MOR CO-COVERED DINING
ROOMS, CANTON CARVED BLACK-
WOOD WARE, DOUBLE BRASS BED-
STEADS with WIRE MATTRESSES, CAR-
PETS, TEAKWOOD SIDEBOARD with
BEVELLED GLASS, GLASS and CROCK-
ERY WARE, TEAKWOOD DRESSING
TABLES with BEVELLED GLASS, MAR-
BLE-TOP WASHSTANDS, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th May, 1905. [559]

IN THE SUPREME COURT OF
HONGKONG.

ORIGIN: JURISDICTION.

ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION

BY Order of the Supreme Court of Hong-

kong,

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong,

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock P.M., at

Messrs. HUGHES & HOUGH'S SALES ROOMS,
Des Vaux Road Central.

All that right of EQUITY of REDEMPTION

of and in all those portions of Marine

Lot No. 225, which are registered in the Land

Office as Subsections Nos. 3, 4, 5 and 6 of

Section D of Marine Lot No. 225, and which

said Pieces or parcels of Ground contain by

admeasurement in the whole 5742 square feet

and are more particularly delineated on the

Plan thereof annexed to an Indenture of As-

signment dated the 31st December, 1888, and

registered in the Land Office by Memorial

No. 16,678 with the dwelling houses known

as Nos. 3, 5, 7 and 9, Tung Loi Lane, and

Nos. 10, 12, 14, and 16, New Market

Street, Victoria, aforesaid and are held from the

Crown for the Residue of a term of Nine

hundred and Ninety-nine years granted by a

Crown Lease dated the 14th day of December,

1878. Annual proportion of Crown Rent

\$100.37.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Plaintiff in the above

action who have the conduct of the

said Sale,

or to

Messrs. EWENS & HARSTON,

Solicitors for the Defendant LI TSUNG

YAK, otherwise known as LI PO

LUN, the Defendant in the said

Action,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Dated the 13th day of May, 1905. [561]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,

of

VALUABLE LEASEHOLD PROPERTY,

situate at Caine Road, Victoria, Hongkong,

ON

THURSDAY,

the 1st June, 1905, at 3 P.M.,

BY

Mr. GEO. P. LAMBERT, Auctioneer,

at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land

Office as Section A of Inland Lot No. 423

and Section A of Inland Lot No. 523 with the

Message and Buildings thereon, known as

"DUNDEE," No. 51 Caine Road, and contain

in the whole 29,128 square feet, and are

held from the Crown for the residues of the

respective terms of 999 years. Annual Crown

Rent \$76.65.

For further particulars and conditions of

sale, apply to—

EWENS & HARSTON,

Solicitors for the Mortgagee,

or to

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 12th May, 1905. [558]

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION,

ON

MONDAY,

the 12th day of June, 1905, at 3 P.M., at their

Sales Rooms

The following

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria in the Colony of Hongkong,

viz:—

All that PIECE or PARCEL OF GROUND

situate at Victoria aforesaid registered in the

Land Office as Inland Lot No. 6098, Area

37,935 square feet or thereabouts. Term 999

years. Annual Crown Rent \$74.40 together

with the message thereon, known as "Green-

mount," Bonham Road, Victoria, aforesaid.

For further particulars and conditions of

sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Vendors' Solicitors,

or

Messrs. HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th day of May, 1905. [560]

Notice of Firm.

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Poochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO., LIMITED.

Hongkong, 8th May, 1905. [552]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 15th May, 1905. [52]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M.

of the 18th instant, will be landed at Con-

signees' risk and expense into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside,

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the

Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 15th May, 1905. [563]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 10 o'clock

TO-MORROW MORNING.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 16th instant will be

subject to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on TUESDAY, the 16th instant, at

9.30 A.M.

All Claims must reach us before the 22nd

instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Agents.

Hongkong, 9th May, 1905. [5]

POISONS.

HOW THEY ACT AND COUNTERACT.

Not long ago a poor lady was admitted to Sydney Hospital suffering from the effects of immense doses of three powerful poisons—strychnine, morphine, and strychnine. It was said that she had taken sufficient of each to kill three people, or in all enough to kill nine, yet in spite of this she recovered. Now, why was it found possible to save her life? How did these deadly substances all combat each other's action in such a remarkable way? That is to be the purpose of this article.

Poisons have always had a grim fascination for mankind, owing to their mysterious action, the various ways in which they manifest themselves, and the extraordinary disproportion between the bulk of the fatal dose and that of the living mechanism which they destroy; and yet there is probably no subject upon which most people have vaguer or more fallacious ideas. It is perhaps fanciful to compare poisons to a community of people; and yet, just as in society we see every loophole of profit occupied, so we see that every system of the body has its own poison or poisons, as though in the struggle for existence some particular substance had been evolved for the special purpose of destroying that system and none other. We find that morphine acts upon the brain, strychnine upon the spinal cord, digitalin upon the heart, and so on. It almost leads one to some of the more advanced speculations of latter days, that the struggle for existence is not confined to living things, but that the very inanimate elements themselves are engaged in ceaseless strife and evolution.

THE EFFECTS.

Poisons, then, may be roughly classified into three classes—destructive acids and alkalies, mineral poisons, and poisonous carbon compounds. The first class, containing such substances as sulphuric acid and caustic potash, need not detain us long. Their action is simply one of violent destruction to the stomach and gut, causing death either by shock or perforation. Of course they are not suitable for criminal purposes, and are practically only taken by accident—generally, unfortunately, by little children. Antidotes are seldom of much service, because, though the fatal result may not be immediate, yet the mischief is done almost instantly, and even if the patient recovers from the first shock, he will probably be permanently injured. For acids one gives alkalies, such as carbonate of soda; for alkalies one gives acids, such as vinegar; but it is a pretty bad business altogether, especially as the patients are usually very young and feeble.

POWDERED GLASS.

Mineral poisons are what the public, to judge by quack advertisements, seem to look upon as "drugs." The best known are, perhaps, arsenic and corrosive sublimate, or perchloride of mercury. The action of these is simple violent irritation of all the tissues of the body, and there is no direct physiological antidote. A somewhat similar poison is seen in the powdered glass, so much used in the East for getting rid of unwelcome friends. Phosphorus is another instance.

The carbon poisons are much more interesting, and indeed show some of the most extraordinary facts known to science. Most of them are alkaloids—that is to say, compounds of carbon which possess the property of forming salts with acids; in other words, vegetable bases. One almost despairs of making the subject clear to anyone ignorant of chemistry, but it is curious enough to be worth trying. Now, all these substances contain carbon and nitrogen, and if anyone knows any more mild and inoffensive things than these, I should be glad to hear of them. Carbon is simply coal-dust, soot, diamond, or charcoal, and one would think, could not hurt a fly, unless by burning it. Nitrogen forms four-fifths of the atmosphere, and we breathe in quarts of it every day, and breathe it out again cheerfully. Both of them are utterly harmless, sedate, and even beneficial. Yet put them together, and the two enter upon a perfect orgy of destruction and wanton caprice. They form the most violent explosives. Nitro-glycerine contains both of them, with a little hydrogen and oxygen. They enter into the most terrible poisons—prussic acid is simply equal parts of hydrogen, carbon, and nitrogen combined. They are at the basis of all life and death. It is a romance of science, the wedding of these two dull, stupid elements, as though two clouds of human beings were to produce a progeny of Napoleons.

[Continued on page 7.]

COMMERCIAL.

Hongkong, 3rd December, 1934. [33-b

The Imperial German Mail s.s. *Willehad* left Sydney on Saturday, at 4 p.m., and may be expected here on 5th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Nagasaki nt 10.30 a.m. on 15th inst. and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 p.m. on 16th inst.

TELEGRAMS.

[Private Telegram.]

LANGKATS.

Messrs. Benjamin, Kelly & Potts are informed by wire that the Mantschuppij tot Mijn-Belien Landbouwexploitatie in Langkat have declared a dividend of Tls. 5 per share for the second quarter 1905, payable in Shanghai on the 15th proximo.

[Reuter's.]

The Baltic Fleet.

LONDON, 14th May. A steamer arriving at Saigon reports that she passed the Russian fleet anchored in Yuling Bay, Hainan, on the 12th instant.

Russia.

The Russian War Day appears to have passed off quietly.

[N. C. D. News.]

Port Arthur Wrecks for Sale.

Tokio, 10th May. The Navy advertises for sale twenty-two sunken vessels at Port Arthur.

Reinforcements for General Linievitch.

Osaka, 9th May. In accordance with the advice of the Grand Duke, the Russian Government has ordered the mobilization of the 9th Division at Kiel.

The Japanese Administration of Manchuria.

Tokio, 11th May. It is now understood that the recent ordinance with reference to Japanese civil administration in Manchuria refers only to the Kwantung Peninsula formerly held by Russia under a lease from China.

The Prowling Vladivostockers.

Tokio, 11th May. The sailing vessel *Vladivostok* reports that she sighted two Vladivostockers at 6.30 p.m. on Tuesday twenty miles north-west of Fukaura in Aomori prefecture. They sailed southward after attempting to overhaul the *Vladivostok*. Aomori is the northernmost prefecture in the main island of Japan.—E.D.

The Neutrality of France.

Tokio, 11th May. It is officially announced that M. Delcasse replied on Sunday to Dr. I. Motono, the Japanese Minister at Paris, in reference to the Cambray Bay incident, that France had instructed the civil and military authorities in French Indo-China to keep a more vigilant watch on the coast and under off belligerent vessels entering the territorial waters.

Upon the reported approach of Admiral Nibogott's squadron, France cabled again to the naval authorities to carry out their previous instructions by every means, and sent a communication to that effect to Russia. Subsequently France informed Dr. Motono that an official naval report had been received, stating that no Russians were to be seen at Hon Koko Bay on Tuesday morning.

Osaka, 11th May.

The French Government has formally declared that no strategic combination of the 2nd and 3rd Russian fleets shall be allowed to take place within the territorial waters of French Indo-China.

Osaka, 9th May.

A London telegram says that Russia is endeavouring to disturb the friendly relations between Great Britain and France, and that the movement is gaining ground. Russia is anxious to relieve herself of the difficult situation in which she will be placed if Japan resolutely protests to France.

NAVAL NOTES.

It is reported from Cap Rock that a Chinese gunboat named unknown was sighted last evening about seven miles out.

The new Japanese battleship *Katori* will be launched on July 4th next at Harrow-on-Furness, and will be named by Princess Arisugawa. Preparations are being made to perform the ceremony in Japanese style.

The rest of the battleship *Albion*, flagship of Rear-Admiral the Hon. A. G. Cuxson-Howe, C.V.O., C.B., C.M.G., second in command of the China Squadron, lately completed at Hongkong, cost over £13,000. The *Albion*, which was built at Blackwall on the Thames, was completed for sea in 1901 at a cost of £85,218, was commissioned the June of the same year by Captain W. W. Hewitt to replace the *Barfleur*, flagship of Rear-Admiral T. H. Grenfell, second in command. Captain T. H. M. Jenam took over command in March, 1902, and he in turn was relieved by the present skipper, Captain S. R. Fremantle, when she was re-commissioned at Wei-hai-wei last August. Since going on the station the *Albion* has done some steady shooting with her big guns at target practice. A healthy rivalry seems to exist on the China station in this respect, which could be introduced with much advantage on other stations.

U.S. TRANSPORT DAMAGED.

The transport *Buford* is on a reef opposite the town of Malabang, Mindanao, where she had gone with the 19th Infantry which is to relieve the 33rd now stationed there. She ran aground about six o'clock in the evening of the 13th, and word of the accident was received early yesterday morning at Port Santiago, reports the *Callaghan* of Saturday's date. On

receipt of the news, orders were sent for a cable to be dispatched immediately to Malabang for details of the occurrence, but word came back that the cable was down and no communication could be had with Mindanao. A request was then sent to the naval authorities at Cavite for assistance to refloat the transport, should she not get off by herself at high tide. No mention having been made in the telegram received of damage done, it is thought that but little, if any, has been sustained by the *Buford*. She lies now within sight of the town and it is possible that the troops aboard will be landed by means of the ship's boats.

From later details received it appears that the *Buford* was en route from Malabang to Parang and had got about four and a half miles from the former port when she met with the accident. The damage sustained is evidently slight as she is not leaking in spite of the fact that she ran on the rocks, and not on a sand bar as was at first supposed. The launch *Powerful* was called upon to try and pull the big ship off high tide, but she failed to make any impression upon the imprisoned transport, and the collier *Justin* and the naval boat *Mindoro* which are now at Polloc have been asked for. They will transfer the passengers, troops and all impediments to Parang. The *Seward*, which was also expected to arrive in Malabang in a matter of two hours from the time of the sending of the telegram, is to be called upon for assistance in case of necessity.

Colonel Philip Read, commanding the 23rd Infantry at Malabang, the officer sending the details to division headquarters, states that up to that time no reports had been received from either the quartermaster or the engineers of the *Buford* as to the occurrence. The 1st and 3rd battalions of the 19th have been landed at Malabang, and it is hoped that the delay caused by the accident will not materially delay the final departure of the *Thames* to the States, although the chief quartermaster is afraid that she will be detained four or five days.

MOTOR CAR HUMOURS IN HONGKONG.

CLAIM FOR \$500 IN COURT.

One of the newest ideas in cases, so far as Hongkong is concerned, came before the Summary Court to-day. Mr. Justice Sercombe Smith was on the bench. Mr. Heavis appeared for the plaintiff, and Mr. R. Harding represented the first defendant.

According to the summons, Chan Lai Ming, 20, Caine Road, and Hung B. Cook, of the same address, were summoned by Gaetano Pasantino, 40 Queen's Road, mechanical engineer, because he had knocked him down by a motor car, driven by the defendants. The plaintiff claimed \$500 damages.

From the statement which was made by Mr. Heavis, it appeared that the plaintiff was quietly walking along Arsenal Street, when a motor car, driven by the defendants, came along and knocked him over. That was on the 28th of April, and as a result of the accident the plaintiff was unable to work.

In his evidence, the plaintiff observed that he was attended by Dr. Justin for over a week. A question as to his suit of clothes, which he said had been damaged, arose.

His Honour—You can use the suit, can't you?—Yes, sir.

It isn't torn—No, sir.

In fact a little brushing would make it all right?—The witness said nothing, but nodded.

In answer to the judge, the plaintiff said he heard no warning sound, no horn hooped, no bell rung. He was walking about four feet from the eastern side of Arsenal Street when the motor-car struck him.

Evidence was given by a member of the R.C.A., Private Samuel Smith, who stated that the accident occurred right opposite the Soldiers and Sailors Home in Arsenal Street. He said there was a "bicksh" on the right, the plaintiff was in the middle and the motor car was on the left, at all three turned down Arsenal Street. The motor car swerved, apparently, caught the plaintiff and dragged him right across the road, trailing him through the gutter. A question arose as to the lamp-post in Arsenal Street. The witness said, very solemnly—"If the motor-car hadn't avoided the lamp-post, it would have gone right into it." The allegation was not denied.

His Honour asked how fast the motor car was going.

Witness—About as fast as an electric tram.

His Honour—That is quite possible, but a car stops occasionally. How many miles an hour was it going?

Witness—10 to 20 miles an hour.

In the end, after questioning by His Honour, the witness said the motor car was going as fast as the electric tram usually went.

In the course of the evidence for the defence, the second defendant was called. He said that he saw the key of the shed where the motor car was kept and he decided to enjoy himself. So he took out the motor-car.

His Honour—Ever ride a motor car before?—No.

Ever intend to ride one again?—No. (laughter).

The cook's bold adventures ended in a Police Court conviction, when he had to pay \$20.

Counsel for the defence was heard.

His Honour, in delivering judgment, held that the second defendant was not the servant of the first, so as to make the first defendant answerable for the negligence of his servant. The cook took the motor-car out "on his own," without the authority or permission of his master and when running the motor-car he was running it not in the course of his employment or in behalf of his master. It seemed to His Honour that the first defendant could not be held responsible for the negligent act of the second defendant. His Honour found that, considering the medical expenses of \$31 incurred by the plaintiff as the result of the accident, and the wear and tear of his clothes, the plaintiff was entitled to the sum of \$100 against the second defendant.

Judgment accordingly.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

PRAYA EAST RECLAMATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—With reference to your article of yesterday's date on the subject of the Praya East reclamation scheme, which has now been shelved, a word should be said about the "noisy trades" question. As most people know, the so-called "noisy trades" in the Wanchai district have received orders to quit. The time they got was twelve months, and of that six months have already elapsed. No doubt, in conformity with the law, the various shops and yards will remove themselves from Wanchai to some other district where the noise will not disturb the peaceful slumbers of the weary. But there is a question here which might have been considered when you were dealing with the Praya East Reclamation scheme. If all these shops and yards have to leave Wanchai, the coolies and workmen who are engaged there must also leave the district. That will take a goodly proportion of the Wanchai population away from the locality. Already Messrs. George Fenwick and Company have practically left and others are leaving every day. They are going farther eastward and it seems they are going at a profit. That's where the rub comes in. They can get land in the vicinity of East Point at 25 cents per square foot, with no restrictions as to drainage, wall-building, or anything else. Along the Praya the question of the reclamation has always to be considered when the purchase of land is concerned. But if you go a little farther along the Praya, you can get land without conditions. As a matter of fact, I believe that Fenwick & Co. are to build a rubble sea-wall, and whether they like to make the drainage good or not is a matter for their private consideration; the Government says nothing about it.

Then the "noisy trades" question, it should be remembered that while the Government are exceedingly vigorous in enforcing the law against the poor Chinaman who has to rivet a bolt here or plane a slab of wood there, nothing is thought about the new Government dock yard. When that work is completed, it should prove about the noisiest place in Hongkong. All the little shops in Wanchai that make a noise at present will be as nothing compared to the colossal ten-thousand horsepower noise of the dockyard. And whereas the Wanchai establishments were, comparatively speaking, away from the city proper, the dockyard will be at our very nose.

I agree that the temporary abandonment of the reclamation scheme is bad for the city, but how to get over the difficulty, when the Government "deposit" the proposed trades of Wanchai? I cannot for the life of me tell. From the Government letter read by Sir Paul Chater at the meeting on Saturday, it would seem as if the Government were bent on doing all they could to frustrate the scheme by imposing dues and duties, in the shape of premiums, which could not be paid on the spot. The Government never seem to think that all land reclaimed represents so much money in their pocket. It would almost be worth the while of the Government, instead of imposing conditions, to subsidise those who undertake the reclamation of land, because, in the end, the ground rents and the riseable value of the properties on the land would mean a great deal more than ever the initial cost of the reclamation could amount to. But, I suppose, it is no good complaining. Things will go on in the same happy-go-lucky way till the grand finale. I enclose my card and remain—Yours, etc.

Hong Kong, 16th May, 1905.

PRAYA.

WU TING-FAN'S ACHIEVEMENT.

The following letter appears in the "North-China Daily News":—
Sir,—Y. will perhaps correct me if I am mistaken in the assertion that up to date, no notice has been taken by the local press either in your city or in the North, of the late achievement of His Excellency Wu Ting-fan.

Every one whose sensibilities have been either scarified or blunted by residence in China, surrounded by all the horrors that one is compelled to take cognizance of, cannot help but feel a debt of gratitude to this good man, who, of his own initiative, and impelled solely by humanity and a pure loyalty, has laboured to remove from this country one of its darkest stigmas. I have learned that he has been at this affair for some time and has difficulty in securing the help of the necessary condigns before he was able to lay the memorial before the Empress Dowager.

It is honour to him. If one one-hundredth part of China's rulers had his kindness of heart, gentleness of spirit, and broad progressive mind, such occurrences as the late barbarous performance said to have been enacted under the auspices of a Viceroy at Kerefin would be as obsolete as China as they are in England or any other civilized part of the world. The conditions of life in China, the morale of its inhabitants and their insensitive nervous organizations are such that unhappily a more severe code of punishment is necessary here for the maintenance of order than in more fortunate parts of the world, but it is said to be the intention of Mr. Wu, as time ripens, to do all possible to lift his country up to the standard of other lands, morally as well as politically.

Perhaps it is only the Empress Dowager who would feel competent at "commuting" a sentence from decapitation to strangulation, but so long as it is assured that it will be "summary" strangulation, as per receipt, it is perhaps all one can hope for until the dawn of that millennium which abolishes all legal murder. What a concession the receipt is to mercy, however, may be judged from the fact that when the Kueilin affair was examined at the trial, a certain foreign official, himself the kindest of men, remarked, "Why, it is only the 'ing-chih.' You can see that any day in the Chinese City." If a member of one of the oldest foreign civilizations in the world can be brought by habit, to look upon it thus placidly and to tacitly suggest that its horror was mitigated by its frequency, it is not surprising that Wu Ting-fan had some difficulty in impressing its enormity on his associates and their Sovereign Lady.

The foreign Press should express in the very highest possible terms the appreciation which every human being who learns of this reform must feel for Wu Ting-fan.

His Excellency will live in the pages of history to his latest chapter as the man who has done the greatest and noblest deed of our time, and certainly a people from whose life this hideous shadow has been removed will gratefully name for twice ten thousand years.

Thanking you for your valuable article, I am, etc.

Yours faithfully,

THE BALTIC FLEETS.

The Secretary of the Japanese Legation at Paris has addressed an inquiry to the French Minister, M. Delcasse, as to whether the French Administrative organization of Indo-China suffices to secure an adequate surveillance of the coast for the prevention of the traffic in contraband. He has requested Mr. Delcasse to obtain information on the subject.—*Shanghai Mercury.*

Captain Broc, of the s.s. *Polynesian*, which arrived from Saigon this morning, reports that he saw, on the night of the 13th inst., six men-of-war, going along, without lights, between Cape Papeton and Honkoko Bay, and later saw two torpedo destroyers off the Paracels. The nationality of these vessels could not be ascertained, but from their position in those localities it is fair to presume that they were portions of the Russian fleet.

SHIPPING INTELSAM.

The P. and O. liner *Australia* will probably be blown up, as it is impossible to refloat her. The sale of the fittings, etc., realised a profit of £4,000.

Owing to the movements of the Baltic Fleet, remarks a contemporary, several steamers carrying rice to Japan are detained at Singapore. The latest addition is the s.s. *Ressoud* which arrived there from Rangoon with a full cargo of rice for Japan.

The N.D.L. str. *Travos*, which had been chartered by the Russian Government as a transport, left Shanghai on Thursday for Odessa, having on board about 1,400 Russian refugees. The *Travos* is an ex-Atlantic liner and has accommodation for 200 first class and 1,200 second class and steerage passengers.

Captain Kelley of the s.s. *Heathburn*, which arrived to-day from Manila in ballast, reports that while in Manila her cargo of coal in the forehold caught fire through spontaneous combustion, the forehold being slightly damaged. The usual protest papers were filed in before the British Consul at Manila.

The I.C. str. *Yuen Wo* which was destroyed by fire recently at Tungchow was towed to Shanghai on Wednesday by the tug *Samson* and anchored in the lower section. On Friday she was towed to the Tungkadoo Dock and during her progress up river she attracted considerable attention by her forlorn appearance.

Several rumours have been current lately as to delay in clearance of certain steamers alleged to have been purchased by Russian agents. The N. C. D. News has good authority for stating that the delay in clearance only applies to two steamers. The others will probably clear for ports of Shanghai which are not as yet declared to be within the war zone.

The new steam launch *Pee Wee*, built at Tanjong Pagar, Singapore, to the order of Messrs. Hooglandt and Co. for a Dutch firm in Pangkalan Brandan, was being coaled the other day at the Tanjong Pagar wharf preparatory to leaving for Pangkalan Brandan, when she sank from being loaded with more coal than she could carry. The crew escaped with a ducking.

The G.Y.S. *Petite* is rapidly approaching the completion of her extensive overhaul on the China Homeo Shipway. She is expected to be in the water next week, and to be ready to commission by the end of May. Among the minor alterations is a new companion way leading through the bridge deck, which will enable the cabin to be reached from the bridge deck without the necessity of leaving the shelter of the awnings.—D. N. B. Herald.

Inspector Langley placed nine Chinamen before Mr. F. A. Hazeland at the Magistracy this morning, charged with being stowaways, in that they boarded the s.s. *Lightning* in Singapore without the consent of the master, agents or owners, and secured passage to this port without paying for the same. The men pleaded guilty and were sentenced to six weeks' hard labour each.

After a voyage of 231 days from New York, the ship *Kenilworth* arrived at Manila, Thursday, bringing a cargo of oil for the local branch of the Standard Oil Company. The *Kenilworth* left New York on September 21, 1904, and was lost sight of save when spoken last December in the vicinity of 42.10 south and 43.30 east. A scarcity in oil was beginning to make itself felt in the Manila market and her arrival comes as a relief to the local agents of the Standard Oil Company.

The fleet of the Indo-China S.N. Co., Limited, will shortly be increased by a large steel screw steamer, which was launched on 5th ult., by Swan, Hunter and Wigham Richardson, Limited. The *Kaisang* is 405 ft. in length by 51 ft. in breadth, and will carry a large cargo as well as having accommodation for both European and Chinese passengers. The European passenger accommodation will be on the bridge deck, and the first-class Chinese passengers will be under the bridge deck. There will also be accommodation for a good number of second-class Chinese passengers in the poop.

SILVER fluctuations and the concomitant variations in exchange still form a perennial subject of comment and of anxiety, notwithstanding that India, Japan, the Philippines, and the Straits Settlements have wholly or partly rid themselves of its incubus. The war has caused some temporary demand which is naturally only an intermittent factor, for, as Mr. Sauerbeck tells us in his last published index number of silver, with the exception of the usual industrial substitution of the small requirement for subsidiary coin, the metal is now entirely dependent on the ability of India and China to take large quantities; and if their demand falls off it will probably have some influence on the price.

KWANG-CHOW-WAN.

AND THE FRENCH CLAIM.

France sometime ago consented to China establishing Maritime Customs at Kwangchow-wan to collect tariffs and also to dispatch native troops to arrest any native offenders and has demanded the concession of a railway from a certain place to Kwangchow-wan in return and has recently repeated the demand to the Viceroy at Canton. Viceroy Tsun-Chun-hsuan has wired to the Waiwupu on the subject and asked that the demand be rejected.—*Shanghai Mercury.*

TELEGRAMS received in London from Vladivostok report that five Japanese officers, disguised as labourers, were caught photographing the defences there in April and were summarily hanged. Documents found upon the Japanese, it is said, showed that they had already sent to Tokyo full information about the defences.

IN New York, as in London, there is usually some new craze in fashion, and just now the New Yorkers are affecting great interest in tea brewing and serving in imitation of the Chinese custom. The regulation folding table, with its display of silver and china, is dispensed with, and in its stead what are known as small "nest" tables are laid for each guest. These are dotted about the room in twos and threes. A Chinese tea-making service, consisting of three parts, is arranged on each, a small bowl with a metal saucer. Another indispensable addition is the real Chinese teapot, imbedded in a specially made box, lined with wadding, nothing but the spout being seen through the opening. Each guest is provided with one of these. No sugar, cream, or lemon is served with the tea, connoisseurs disclaiming the addition of any of these condiments if the true flavour is to be enjoyed.

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above, TO-MORROW, the 17th instant, at 10 A.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th May, 1905. [564]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Thyphoea*, and from Havre, ex s.s. *Derivage*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-MAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 23rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd May, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 23rd May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th May, 1905. [7]

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COLLEGIATE COURSE.

STUDENTS will have the choice of attending either the COMMERCIAL or the SCIENTIFIC COURSE.

For detailed Prospectus, apply to—

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Hongkong, 16th May, 1905. [565]

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SECOND QUALITY TABLE BUTTER.....60 " "

CANADIAN STILTON CHEESE.....50 " "

FROZEN QUAIL.....20 Cts. Each.

FROZEN SHEEP TONGUE.....20 " "

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Hongkong, 16th May, 1905. [45]

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FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
* GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

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FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAHSING"	18th May.
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MANILA	"TAMING"	23rd "
CEBU and ILOILO	"SUNGKIANG"	23rd "
CEBU and ILOILO	"KATFONG"	25th "
MANILA, ZAMBOANGA, PORT DAR-		
WIN, THURSDAY ISLAND, COOK-		
TOWN, CAIRNS, TOWNSVILLE, THIS-		
BANE, SYDNEY and MELBOURNE	"CHANGSHA"	9th June.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 20th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th May, at Noon.

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Steamship	Tons	Captain	For	Sailing Dates
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"NORDPOL"	5,199	Schuldt	"	15th June.
"INDRAWADI"	4,379	Wagner	"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 11th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,189	Bahle	May 13rd, 1905.
"ARAGONIA"	5,199	Schuldt	May 30th, "
"NICOMEDIA"	4,379	Wagner	June 26th, "
"NUMANTIA"	4,379	Brahmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

Leave Canton for Hongkong about 5.30

o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West,

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENSIN VIA SWATOW & CHEFOO WOSANG		WEDNESDAY, 17th May, 3 P.M.
SHANGHAI	CHOY SANG	THURSDAY, 18th May, 4 P.M.
SINGAPORE, SRABAYA & SAMARANG ONGSANG		FRIDAY, 19th May, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 19th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 16th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY

and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION

TRIP to MACAO, leaving Hongkong at

8.30 A.M., and returning from Macao about

7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most

luxuriously furnished steamer on the line and

is lighted throughout with Electricity, also hot

and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First " " " " to Macao 2.00

" " " " " " with Cabin 3.00

" " " " " " to Macao 3.00

" " " " " " with Cabin 5.00

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end

of Wing Lok Street.

The wharf in Macao is the same as the

S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above

on or about the 17th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 16th May, 1905.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide,

New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the

above Ports, on SATURDAY, the 10th June,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Pro-

visions, ice, etc., throughout the voyage.

This Steamer is fitted throughout with

the Electric Light.

A duly qualified Surgeon and Stewardess are

carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 9th May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"H O N A M,"

2,363 tons,

Captain H. D. Jones, will make a special trip

EVERY SUNDAY to MACAO AND BACK.

Hour of Departure:

From Hongkong at 9 A.M., arriving at Macao

about Noon.

From Macao at 4 P.M. to 7 P.M. to suit tide,

arriving at Hongkong about 3 hours after

departure.

FARES:

First Class, Single \$2.....Return \$4

Second Class, Single \$1.....Return \$2

Children under 12 half-price.

Tickets may be obtained at the Office of the

Company, 18, Bank Buildings, Queen's Road

Central (opposite the Hongkong Hotel), or on

board the Steamer.

No CHITS will be accepted, and Servants'

Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.

About

"SAGAMI".....31st May, 1905.

"ERROLL".....6th June, "

"HINDUSTAN".....24th June, "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th May, 1905.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 6th May, 1905, per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li..... 60

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin..... 20

" Feet—Ngau Kerk..... each

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei

" Liver—Ngau Con..... 12

" Tripe (undressed)—Ngau To..... 6

Calves' Head and Feet—Ngau-chai-

tau-keok.....set

Mutton Chop—Yeung Pai Kwai..... 16

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chittings—Chi cheong..... 24

" Brains—Chi Know..... per set

" Feet—Chi Kerk..... 12

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum..... each

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon..... 20

Pork, Chop—Chi Pai Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

" Keok.....set

" Heart—Yeung Sum..... each

" Kidneys—Yeung Yiu

" Liver—Yeung Con..... 24

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sung Ngau Yau..... 16

" Mutton—Sung Yeung Yau..... 22

Veal—Ngau Chai Yuk..... 18

" Sausages—Ngau Chai Yuk Tong..... 15

POULTRY.

Chicken—Kai Chai..... 27

Capon, Large, Small—Sin Kai..... 30

Ducks—Ap..... 23

Doves—Pan Kau..... each

Eggs, Hen—Kai Tan..... per doz

Fowls, Canton—Kai..... 19

" Hainan—Hoi Nam Kai..... 32

POISONS.

(Continued from page 3.)

ANTIDOTES.

More wonderful yet, perhaps, the poisons of diseases, the venom of snakes, are of similar nature, and are rapidly being isolated and analysed, their physiological action studied and their antidotes searched out. We must try and explain how it is possible to find such antidotes.

Just as there are an almost infinite number of carbon compounds (of course, comparatively few of them are poisonous, because every living thing is simply a carbon compound, and every living process is simply an instance of carbon chemistry), so they have an infinite variety of action upon the body. Take the case of morphine for example. It first begins by paralysing the brain, and when the brain is sent to sleep—a sleep which, unless interrupted, can know no waking this side of the grave—the heart goes on until the poisoned brain can shake off its calamity? Yes; atropine, the essential principle of the deadly nightshade. This remarkable substance paralyses the nerves which if stimulated will stop the heart. When a man gets a severe fright, it is not uncommon for his heart to stop beating, never to beat again. The panic-stricken brain has unconsciously wired to the heart, "Stop beating; give me a moment's rest"—some relic perhaps of the time when it was necessary for man's ancestors to be absolutely motionless to avoid their enemies; and it has wired too furiously. Atropine cuts those wires; the message can be delivered any more than can a message to Port Darwin when a storm has laid low the telegraph poles. Therefore the heart, freed from restraint, beats violently—too violently for everyday life; but it will keep on beating if the brain is overloaded with morphia all the same.

STRYCHNINE.

Strychnine again acts in quite a different way. It enormously stimulates the nerves that carry messages down the spinal cord to the muscles, and the result is seen in the terrible convulsions and cramps which make strychnine poisoning the most agonising of all deaths. Can we counteract these? Morphine dulls the sensibility of the nervous system; it will to a large extent prevent the strychnine from acting; it is its physiological antagonist or antidote, so, therefore, if a person takes all three they will most probably act and react in a circle, each one neutralising the other.

THE MOST DEADLY.

What is the most deadly poison? Most people would answer "arsenic" or "strychnine," but they would be very far from the mark. These two are comparatively feeble in their action, the lethal dose of each being about half-a-grain, which would probably take some hours to prove fatal. Hydrocyanic acid, commonly called prussic acid, is undoubtedly the most rapid poison. It seems to have, for some unknown reason, a direct fatal action upon all living tissues, subjected to it, and a drop of the pure acid placed upon a cat's tongue will kill it instantly. Death comes as though the animal were shot through the heart. When a person takes prussic acid he simply falls dead—he has no time to put down the glass holding it. Happily, it cannot be procured without a doctor's prescription, and then only in minute doses. It is largely given for indigestion, and is a most valuable medicine.

But the most powerful known poison is probably the aconitine obtained from the Indian aconite or monkshood, a plant of the same natural order as the common buttercup, just as the deadly nightshade is akin to the potato. Of this terrible substance, it is said that one-hundredth part of a grain will prove fatal. Needless to say, it cannot be obtained at the chemist's. One may venture to class this as the most deadly poison, though a substance known as hyoscyne runs it pretty close; about one-thirtieth of a grain is said to have proved fatal. It is akin to atropine. One may make an exception, perhaps, in favour of the disease tetanus. The tetanus poison must be very virulent; it acts something like strychnine.

SNAKES.

Snake poisons are all of the same nature, and have been very carefully investigated recently, some of the most valuable work having been done at our local Medical School by Dr. Elliott Smith and Dr. Tidwell, the latter of whom is now second medical officer of the Board of Health. They seem to act in two ways—either by instantly clotting all the blood in the body, causing immediate death to small animals, or by paralysing the nervous system like aconitine; but the subject, though most interesting, is too complex for treatment here. But it may be broadly stated that the poisonous alkaloids, the diastase toxin, and the snake venom, are all roughly of similar nature and composition, and all contain carbon and nitrogen as a groundwork.

AFTER DEATH.

One word more. Sir Robert Christison, the great toxicologist, was once asked in court, whether there was any poison known to him that could not be detected after death, and he answered, "Yes." Within the week he received many hundreds of letters from people who—"for purely scientific reasons"—wished to know the name of that poison, and where it could be procured. Like the canny old Scot that he was, he is said to have handed all these letters over to the police, and there were troublesome times for some of the writers. We have advanced greatly since Christison's time, and one can now say openly that there is no poison so subtle that it cannot be detected. There have been clever brains working at poisoning since Lucretia Borgia—who was but a clumsy exponent judging by modern ideas—but there have been much cleverer working against them; and if anybody who reads these lines is thinking of getting rid of somebody by such methods as arsenic, atropine, or strychnine, I should advise him not to persevere. He would be safer to take an axe. Poisoning is such a cruel, mean, and cowardly crime that he is not likely to meet with any mercy; and the chain of evidence has now been made so strong—for the protection of society it had to be made so—that it is probably less difficult to sheet the crime home to a poisoner than to any other murderer. The chemist from whom he buys the poison keeps a record of it, both mental and written. Everybody buying poison is necessarily a suspect. The doctor attending the case is sure to diagnose it, so well are the symptoms of disease now known. The analyst is sure to detect the alkaloid used, and public opinion likely to be dead against the murderer. "C" in Sydney Evening News.

Shipping.

Arrivals.

Rubi, Br. s.s., 1,611, A. H. Nottley, 15th May, Manila 13th May, Gen.—S. & Co.
Andromeda, Br. s.s., 1,000, R. N. Ommanney, 15th May, from Mira Bay.
Polynesian, Fr. s.s., 1,543, Broc, 16th May, Marseilles 16th April, and Saigon 12th May, Mails and Gen.—M. M.
Dumbas, Fr. s.s., 1,437, Boyer, 16th May, Yokohama 6th May, Mails and Gen.—M. M.
Kowloon, Ger. s.s., 2,348, H. Stehr, 16th May, Bangkok 10th May, Gen.—S. & Co.
Choyang, Br. s.s., 1,424, Selby, 16th May, Canton 15th May, Gen.—J. M. & Co.
Wosang, Br. s.s., 1,076, M. S. Malkin, 16th May, Canton 15th May, Gen.—J. M. & Co.
Shaoxing, Br. s.s., 1,307, F. D. Northcombe, 16th May, Canton 15th May, Gen.—B. & S.
Clearance at the Harbour Office.

Hongkong, for West River.
Kwangshing, for Shanghai.
Hatching, for Kwong-chow-wan.
Edendale, for Amoy.
Sengull, for Shanghai.
Kwonglung, for Canton.
San Cheong, for Canton.
Charles Hardouin, for Canton.
Heathbank, for Hilo.
Emma Luyken, for Swatow.
Wingcheat, for Macao.
Chukong, for West River.
Tuan, for Manila.

Departures.

May 16.
Palermo, for Shanghai, &c.
Edendale, for Amoy.
Gulistan, for Haiphong.
Gulistan, for Amoy.
Emma Luyken, for Swatow.
Dumbas, for Europe.
Polynesian, for Shanghai, &c.
Kwonglung, for Canton.
Tuan, for Manila.
Hatching, for Shanghai.
Kwangshing, for Shanghai.
Hatching, for Haiphong.

Per Rubi, from Manila, and Mrs. E. Enano, Mr. and Mrs. T. Otori, Messrs. R. Scott, V. Uldall, G. Pemberton, J. R. Calder Smith, H. H. Macke, and 173 Chinese.
Per Polynesian, from Hongkong, from Marseilles—Mrs. Melire, from Colombo—M. Miller, and 7 Chinese. From Singapore—Messrs. Uhl, Briggs, and 2 Chinese. From Saigon—Mr. Cohen, Rev. Gattilui, Messrs. H. Rickmann, Magnier, and 29 Chinese. From Shanghai—Mrs. Wagoner, Vice-Consul Playelle and family, Mr. Rival, Mrs. Belchey, Mr. Gondchaux, Mr. Gutter, Delmas, Lugo, Firand, Jordano and Delcort. From Port Said—Mrs. Fox, Messrs. Ritz and V. V. Alfano. From Aden—Mr. Potannanos. From Bombay—Mrs. Shimamoto and infant. From Colombo—Mr. Bermann. From Singapore—Mrs. Nina Schesler, Mrs. Albertin, Mrs. Nakrine, Mrs. Piskowski, Mrs. Robicholch, Messrs. Freudenheimer, from Saigon—Mrs. Gundersen, Mr. Roussel, Champ and Truguel. For Kobe from Colombo—Messrs. Rippel, Holsken and Ougawa. From Singapore—Mr. Meyer. From Saigon—Mr. Singlas. For Yokohama from Colombo—Dr. Wintile. From Saigon—Messrs. Buller and Melayer.

Per Dumbas, for Hongkong, from Yokohama—Mr. Ruchman and servant. From Shanghai—Mrs. Omi, Miss Bradford, Mr. Wagoner, Mr. Rosh and servant, Mr. Macdonald, Mr. and Mrs. Ingold, Messrs. Morris, Andrew and servant, Harlin, Ritchie, Gause, Murray, Field, Mrs. Nobelt, Mr. R. C. Mr. Daly, Miss Annie, Miss Marie Song, Mrs. Goldenberg, Miss Reanekawa, Miss Shomper, Mrs. Rosa, Miss Annette, Miss Carmen, Mr. Basanda, Miss Ireland and servant, Messrs. Fotiadis Christodolatos, Friedmar, Marcos Remos, Wade and Ly. For Saigon from Shanghai—Messrs. Thing, Orlepp, Devillers and Victor Anders. For Singapore from Yokohama—Mrs. Murray, children and smah. From Shanghai—Miss Paula Lank, and Mr. Cluett. For Colombo from Kobe—Major and Mrs. Chapman. From Miss Bokermann, Mr. and Mrs. Greenberg, Messrs. Lyall, Abdullah Rahman, Sandani, Naciminto, S. Breeze, O. Davy, A. Urzay, Martin, J. Clark, Abdullah and Abdul Reli.

Shipping Report.

Str. Rubi from Manila—Light variable winds, and fine clear weather.
Str. Gregory Apat from Calcutta—Fine clear weather, with moderate NE. breeze.

Vessels in Port.

Athens, Br. s.s., 1,496, T. G. Cox, 14th May, Cardiff 25th Mar., Coals.—D. & Co. Ld.
Bjornstjern Bjornsen, Nor. s.s., 736, C. Olsen, 13th May, Anping via Amoy and Swatow 12th May, Gen.—B. & Co.
Borneo, Ger. s.s., 1,344, E. Mohle, 15th May, Sandakan 10th May, Timber and Gen.—M. & Co.
Brunhilde, Ger. s.s., 851, H. Selck, 15th May, Bangkok 10th May, Ballast.—S. W. & Co.
City of Birmingham, Br. s.s., 90, J. Watson, 14th May, Grimsby 26th Mar., Ballast.—Order.

Derwent, Br. s.s., 1,562, J. Jenkins, 13th May, Saigon 9th May, Gen.—Yang Sing.
Eastern, Br. s.s., 3,585, W. Ellis, 14th May, Melbourne 12th April, Sydney 22nd, Brisbane 24th, Townsville 27th, Cairns 28th, Port Darwin 31st May, and Manila 11th, Gen.—G. L. & Co.
Foretick, Ger. s.s., 1,814, Ohlerich, 9th May, Newport 18th Jan., and Hone Kobe Bay 5th May, Ballast.—J. & Co.
Gregory Apat, Br. s.s., 2,061, J. G. Offent, 15th May, Calcutta 29th April, Penang and Singapore 10th May, Gen.—D. S. & Co. Ld.
Hallah, Fr. s.s., 377, L. Andersen, 10th May, Pakpol and Holhow 9th May, Gen.—A. R. M.
Heathbank, Br. s.s., 2,074, Muller, 12th May, Amoy 9th May, Coals.—D. & Co. Ld.
Loongang, Br. s.s., 1,001, G. S. Weigall, 13th May, Manila 12th May, Gen.—J. M. & Co.
Loosok, Ger. s.s., 1,020, G. Schulzen, 12th May, Bangkok 4th May, and Swatow 11th, Rice and Wood.—B. & S.
Macquaire, Br. s.s., 2,073, St. John George, 25th April, Moll 21st April, Coals.—G. L. & Co.
Mathilde, Ger. s.s., 678, A. Ulderup, 11th May, Pakpol 7th May, and Holhow 9th, Gen.—J. & Co.
Neumachen, Ger. s.s., 2,093, Fischer, 8th May, Cardiff via Camrigne Bay 5th May, Ballast.—J. & Co.
Onsang, Br. s.s., 1,767, J. T. Davies, 12th May, Manila 10th May, Ballast.—J. M. & Co.

Ships Passed the Canal.
Outward—18th April—Andalusia, March, Benlomon, St. George, Tiger, Brisevala. 25th April—Benaria, Abirou, Hecto, Tannan, Oidhamia, Scottish Benlidi, Keenum, Manica, Daghastan, Monarch, Zardust. 28th April—Albano, Wilhelmina, Fyson, Palma, and May—Antenor, Prima, 6th May—Kolphon, 5th May—Caledonia, Glasgow. 9th May—Ambria, Invaric, Opaak, Shimoa, Marlowe, Ishire, Goldmouth. 12th May—Sithonia.

Homeward—18th April—Richmond Castle, 25th April—Monmouthshire. 28th April—Tourane, 2nd May—Zetlan. 6th May—Prins Heinrich. 9th May—Manila. 12th May—Machao, Suvella, Tonkin.
Arrivals at Home—18th April—Baralong, Gleninga, Altea, Seneca. 25th April—Dunbigahire, Princess Maria, Princess Alice, Oceanic. 28th April—Rhinania, Patroclus, Stenlor, Prins Regent Lullford. 1st May—Japan, 2nd May—Ras Liza, Persia, Tourane, Salsuma. 6th May—Keenum, Sambla, 9th May—Benlidi, Pak Ling. 12th May—Achilles, Malacca.

Post Office.

Shanghai, Moll, Yokohama and Kobe—Per Eastern, 17th May, 9 A.M.
Swatow, Amoy and Anping—Per B. Bjornsen, 17th May, 9 A.M.
Quang-chow-wan—Per Hatching, 17th May, 9 A.M.
Per Hongkong, 17th May, 1.15 P.M.
Swatow, Chefoo and Tientsin—Per Wosang, 17th May, 2 P.M.
Macao—Per Hongkong, 18th May, 1.15 P.M.
Shanghai—Per Choyang, 18th May, 3 P.M.
Shanghai—Per Shaoxing, 18th May, 3 P.M.
Kongmoon, Kunchuk, Shuihing and Tak-hing—Per Samu, 18th May, 3 P.M.
Swatow, Tientsin, Chefoo and Tientsin—Per Chihli, 19th May, 11 A.M.
Macao—Per Hongkong, 19th May, 1.15 P.M.
Singapore, Sourabaya and Samarang—Per Onang, 19th May, 2 P.M.
Manila—Per Loongang, 19th May, 3 P.M.
Nioggo and Shanghai—Per Seachuen, 19th May, 3 P.M.
Manila—Per Rubi, 20th May, 10 A.M.
Europe, &c. India, via Taitcoria—Per Chusan, 20th May, 11 A.M.
Macao—Per Hongkong, 20th May, 12.15 P.M.
Moll, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Hyden, 23rd May, 11 A.M.
Cebu and Hilo—Per Sunghang, 23rd May, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doris, 24th May, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athol, 24th May, 9 A.M.
Europe, &c. India, via Taitcoria—Per Room, 24th May, 11 A.M.
Cebu and Hilo—Per Kaifong, 25th May, 3 P.M.
Manila—Per Zetlan, 27th May, 11 A.M.
Frederick, Wilhelmshafen, Harbortshor, Matupi, Brisbane, Sydney and Melbourne—Per Prins Segimund, 30th May, 10 A.M.
Europe, &c. India, via Taitcoria—Per Ernst Simon, 31st May, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 31st May, 10 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Lanneston, New Zealand, Melbourne, Adelaide and Perth—Per Changsha, 31st June, 3 P.M.

Mails for Canton, Samabul, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.
Mails for Nantao, Sanbus, Kongmoon, Kunchuk, Samabul, Wuchow and Canton every evening at 6 P.M. On Sundays the mails will be closed at 9 A.M.
No mail will be closed for Canton on Saturday evening.

Pissanulok, Ger. s.s., 1,276, C. Fuchs, 13th May, Bangkok 7th May, Rice and Wood.—B. & S.
Pollux, Nor. s.s., 779, C. Svendsen, 12th May, Manila 9th May, Gen.—Aagaard, Thoresen & Co.
Sirocco, Br. s.s., 2,340, G. Williams, 19th May, Moll 8th May, Coals.—D. & Co. Ld.
Stanley Dollar, Br. s.s., 1,857, J. C. Bruce, 15th May, Moll 8th May, Coals.—A. K. & Co.
Stettin, Br. s.s., 1,106, J. E. Farrell, 15th May, Shanghai 12th May, Kerosene Oil.—Mr. Geo. McBaln.
Seachuen, Br. s.s., 1,228, Sidford, 14th May, Tientsin and Chefoo 8th May, Gen.—B. & S.
Ualwood, Nor. s.s., 1,066, Carl Andersen, 5th May, Samarang 27th April, Sugar.—Yuen Fat Hong.

SAILING VESSELS.
A. G. Ropes, Am. ship, 2,302, D. H. Rines, 16th May, Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.
Deccan, Br. ship, 1,836, E. Gale, 15th May, New York 22nd Nov., 1904, Case Oil.—S. O. Co.
Travancore, Br. ship, 2,217, Hargre, 30th April, Cardiff 5th Sept., Patent Fuel.—Government.
West York, Br. bq., 720, W. J. L. Fosta, 13th April, Newcastle 15th Jan., Coals.—E. A. T. Co.

Steamers Expected.
Vessels From Agents Due
Doric Manila O. & O. Co. May 17
Rengal Singapore P. & O. Co. May 18
Athenian Shanghai C. P. R. Co. May 18
Manchuria Japan P. M. Co. May 20
Emp. of China Vancouver C. P. R. Co. May 23
Arangona Portland C. & A. Co. May 24
Zieten Colombo M. & Co. May 24
Willehad Sydney M. & Co. June 5

Hongkong & Whampoa Dock Returns.
Hailan at Kowloon Dock.
Heathburn " " " " " "
Mathilde " " " " " "
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Gulf of Venice Cosmopolitan

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Swatow, Chefoo and Tientsin—Per Wosang, 17th May, 2 P.M.
Macao—Per Hongkong, 18th May, 1.15 P.M.
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Kongmoon, Kunchuk, Shuihing and Tak-hing—Per Samu, 18th May, 3 P.M.
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Moll, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Hyden, 23rd May, 11 A.M.
Cebu and Hilo—Per Sunghang, 23rd May, 3 P.M.
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